

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

Every year, nearly 75 percent of fatal and injury-combined collisions involve the top five Primary Collision Factors (PCF): driving under the influence (DUI) of alcohol or other drugs, speed, auto right-of-way, stop signs, and signals and improper turning (see PCF Table). The number of victims is well above the number of collisions themselves. Preventing and reducing collisions, and therefore reducing the numbers of fatality and injury victims is the major focus of OTS grants. Achieving fatality and injury reduction goals is accomplished through multifaceted approaches to the comprehensive traffic safety problems, e.g., speed, DUI, and nighttime collisions. Seatbelt and child passenger safety restraint enforcement and outreach efforts, speed-enforcement operations, deployments of radar trailers, school and civic presentations serve to culminate in a reduction in the numbers of fatality and injury victims in specific collisions.

Alcohol is the number one PCF in fatal crashes. According to California's Statewide Integrated Traffic Records System (SWITRS) provisional data for 2005, 32,372 people were killed or injured in alcohol-involved crashes. In addition, the number of alcohol-involved fatal victims increased one percent in 2004 from 1,460 to 1,574, and alcohol-involved traffic injuries' victims remained decreased 2.3 percent from at 31,512 to 30,798. The National Highway Traffic Safety Administration (NHTSA) estimates two out of every five drivers will be involved in an alcohol-related collision during their lifetime.

Speed is consistently the top PCF annually collectively for both fatal and injury collisions. SWITRS 2005 provisional data shows that unsafe speed was the PCF in 29 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed decreased slightly from 2004 to 2005. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2005*		2004*	
	Fatal	Injury	Fatal	Injury
1. Speed	607	58,319	538	57,933
2. Driving Under the Influence	857	14,951	832	14,603
3. Auto Right-of-Way	243	33,983	295	35,583
4. Improper Turning	753	25,845	667	25,178
5. Traffic Signals & Signs	202	17,154	192	17,059
Total	2,662	150,252	2,524	150,356
Total Fatal and Injury Collisions	152,914		152,880	

**This is provisional data and is subject to change*

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2005*	Fatalities	Injuries
Injuries and Fatalities	4,300	292,675
Total Fatalities and Injuries	296,975	

**This is provisional data and is subject to change*

Traffic-related fatalities and injuries decreased three percent in 2005. California's 2004 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased from 1.25 in 2004 to 1.31 (provisional data) in 2005.

Compliance with California's seat belt law increased to 92.5 percent in 2005. However, in 2005, 63.4 percent of all vehicle occupants killed were wearing safety restraints. Had all occupants involved in fatal collisions been wearing seat belts, almost half the fatalities and serious injuries could have been prevented (NHTSA Sudden Impact, *An Occupant Protection Fact Book*).

SWITRS provisional data shows that vehicle occupants under age four accounted for 57 fatalities and 4,645 injuries in 2005. When used correctly, child safety seats are 71 percent effective in preventing fatalities, 67 percent in reducing the need for hospitalization and 50 percent effective in preventing injuries (NHTSA, *Occupant Protection Idea Sampler 1994*).

Illegal street racing is not just a great annoyance to the public; it exposes the public, spectators, and racers themselves to extreme hazards. Serious problems of deaths and injuries due to illegal street racing affect all major California cities. It is estimated that during 2005, illegal street racing attributed to over 100 traffic fatalities. As high as that number appears, the problem is actually significantly underreported due to the need for reporting reforms.

The topic of aggressive driving has received an enormous amount of attention from the media and law enforcement agencies nationwide. According to results of a statewide survey conducted by the California Highway Patrol (CHP) in 1999, there is a direct correlation between the incidence of aggressive driving and congestion. OTS and CHP recognize two definitions of aggressive driving. Simple aggressive driving (committed by a majority of motorists) which involves such vehicle code violations as speed, weaving in and out of traffic, unsafe lane changes, driving the shoulder, unsafe passing, cutting the gore point, following too closely, or reckless driving. The second category is known as violent aggressive driving (road rage), which involves physical altercations between drivers, running another motorist off the road, brandishing a weapon, ramming or clipping another vehicle, throwing objects from a vehicle (at another person or vehicle), or a physical confrontation between motorists.

NHTSA reports that 25 percent of all police reported crashes involve some sort of driver inattention and driver distraction accounts for 50 percent of these collisions. Major driver distractions include eating or drinking, putting on make-up, reading, adjusting the radio, cassette, or CD, and dialing or talking on a cellular phone.

II. ACTION PLANS

Police Traffic Services (PTS) is an essential element in any state or community traffic safety program. With few exceptions, other program components depend on the participation and cooperation of the enforcement community. Police departments should improve and broaden the level and quality of this cooperative effort to the maximum extent possible. Besides giving law enforcement agencies the ability to start effective selective traffic enforcement and education programs (STEEPs), PTS grants include training and appropriate enforcement of DUI, driver license, and occupant restraint laws.

Local police departments who secure a PTS grant first complete a systematic program that starts with the identification and analysis of specific traffic problems that occur in a community. Grantees categorize collisions by type, Primary Collision Factor, age, and by time and location of their occurrence. An internal assessment of the department's current level of traffic enforcement and education is conducted by comparing their activity with the objectives listed on the "OTS Blueprint." After identifying specific collision related problems and assessing their current level of traffic enforcement and education, police departments develop appropriate performance goals and objectives and depict the personnel and equipment needed to reduce their traffic safety problems.

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$15,000 up to \$600,000 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - SELECTIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM (STEEP)

157/163/164AL/402

Funds in this task provide for personnel, equipment, and operating costs to conduct traffic safety enforcement and education. The primary goals include the reduction of the number of persons killed in alcohol-involved, speed-related, hit-and-run and nighttime collisions. Other goals are to increase seat belt, child safety seat, and bicycle helmet usage rates.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. OTS will continue funding 29 local grants initiated in prior years into fiscal year 2007 and commence funding 10 new grants.

Grant #	Fund	Agency	FFY 2007 Funding
PT0504	157	Beaumont	\$1,000
PT0517	157	Costa Mesa	\$25,240
PT0523	157	Indio	\$21,970
PT0529	402	Los Angeles County	\$19,675.31
PT0530	402	Los Angeles	\$0
PT0531	157	Los Angeles	\$0
PT0534	157	Murrieta	\$14,584
PT0535	402	Newark	\$3,348
PT0539	157	Rancho Cordova	\$46,795
PT0549	402	Santa Rosa	\$0
PT0601	402	Capitola	\$23,915
PT0602	402	Placentia Police Department	\$102,502
PT0607	402	Redlands	\$79,746
PT0608	402	Cathedral City Police Department	\$124,867
PT0609	402	Norco	\$37,858
PT0610	402	Rialto	\$116,216
PT0611	402	Oceanside	\$169,997
PT0612	402	Los Angeles Unified School District	\$0
PT0614	402	Oxnard Police Department	\$41,400
PT0615	402	Ventura	\$0
PT0618	402	Fullerton Police Department	\$166,298
PT0623	402	Colton	\$32,176
PT0625	402	Rio Vista	\$56,562
PT0626	402	Imperial	\$42,980
PT0629	402	San Leandro	\$0
PT0630	402	Desert Hot Springs Police Department	\$24,831
PT0631	402	Oakdale	\$51,725
PT0633	402	Shafter	\$86,338
PT0634	402	Ontario	\$194,762
PT0637	402	Merced	\$81,795
PT0707	157	Monterey Park	\$159,120
PT0708	157	Simi Valley	\$100,378
PT0715	157	San Anselmo	\$58,033
PT0725	157	Long Beach	\$421,396
PT0728	157	Industry	\$115,127
PT0729	157	Folsom	\$220,000
PT0733	157	Kerman	\$28,400
PT0747	157	Vacaville	\$98,110
PT0748	157	Daly City	\$732,263
PT0763	157	Escondido	\$527,395

TASK 3 - CALIFORNIA HIGHWAY PATROL

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS will continue funding seven local grants initiated in prior years into fiscal year 2007 and commence funding two new grants in fiscal year 2007. These grants will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

157

PT0427 - CALIFORNIA HIGHWAY PATROL INLAND DIVISION CORRIDOR SAFETY PROJECT (IDCSP)

The grant provides funding for the following: enforcement and public information campaign peace officer and staff overtime; helicopter and fixed-wing pilots and observers overtime; graphic designer; senior photographer; television specialist; communications support; and, clerical support. Further, the grant provides funding for travel, contractual services for allied agencies and California Department of Transportation, paid media, and equipment. The equipment includes desktop computers, LCD projectors, three solar-powered radar detection displays, and a radar trailer. Other direct costs funded include fees for using task force meeting facilities, promotional materials, educational materials, aircraft operations, corridor signs, traffic radar units, radar trailers, and aircraft operating costs to focus on reducing fatal and injury collisions. The overall goals of the grant are to decrease reportable fatal and injury collisions by three percent, on two segments of Interstate 15 that are under construction. A local task force will convene for the corridor to identify at least two factors negatively impacting traffic safety on the corridor, and to identify potential short-term, and long-term solutions. Once the potential solutions are identified, the task force will work to implement at least two of the solutions on the corridor. (\$105,967 for local benefit)

PT0749 - CALIFORNIA HIGHWAY PATROL DO YOUR PART - SHARE THE ROAD!

The California Highway Patrol (CHP) will conduct a grant to reduce commercial truck-involved collisions along two problematic "corridors." The corridor grant includes both a public education and awareness campaign and enhanced enforcement aimed at reducing truck-involved collisions on two corridor roadways. Task forces, comprised of interested parties from local, regional, state, and/or federal organizations and agencies, will be formed to address the problems on each corridor by comprehensively evaluating both causes and possible solutions. (\$136,832)

163

PT0507 - CALIFORNIA HIGHWAY PATROL SAFE HIGHWAY COALITIONS PROJECT

The grant aims to reduce vehicle-related fatalities and injuries along four high-collision highway (corridor) segments. This grant, with implementation phases that begun March 1, 2005, and ending December 21, 2007, includes both a public education and awareness campaign and enhanced enforcement directed at reducing selected corridor fatalities and injuries. Local coalitions/task forces comprised of local, regional, state, and/or federal organizations and agencies, will be formed to address each corridor issues by comprehensively evaluating both causes and possible remedies. The coalitions/task forces

will establish fatality and injury reduction specific goals on each of the four corridors and develop safety action plans for implementing short and or long term solutions individually tailored. Educational and promotional materials will be distributed. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$534,381)

PT0511 - CALIFORNIA HIGHWAY PATROL

CAST (COMMERCIAL AWARENESS THROUGH SAFETY AND TRAINING) PROJECT

Continued funding will be provided for this program in fiscal year 2007, this statewide grant is to reduce truck-involved reportable fatal and injury collisions. Activities will include a public awareness campaign, commercial refresher training for officers, and enhanced enforcement. Enforcement efforts will focus upon rules-of-the-road violations, which most commonly cause truck-involved collisions. A "corridor" approach to two selected problematic roadway segments (PRS) will also be integrated to comprehensively address issues specific to each PRS. In coordination with the California Department of Transportation, a safety action plan will be developed, and implemented as individual agency resources permit. (\$1,000)

PT0735 - CALIFORNIA HIGHWAY PATROL

SAVING LIVES IN CALIFORNIA (SLIC)

The California Highway Patrol (CHP) will implement a statewide grant to combat fatal/injury speed-collisions, including those involving motorcycles. The grant seeks to reduce such collisions and victims by various percentages from corresponding 2004 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign (radar trailer deployments, safety presentations, news conference/releases, paid media, etc.). Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems (e.g., street racing). Overtime for Officers will be used to conduct these operations. (\$7,222,217)

402

PT0619 - CALIFORNIA HIGHWAY PATROL

PATROL AIR CONSOLIDATED ENFORCEMENT (PACE) SPEEDERS

California Highway Patrol will implement a consolidated statewide enforcement effort on roadways within CHP jurisdiction to reduce the numbers of speed-caused collisions and associated victims by 4 percent. In addition, one CHP Division and three CHP Areas will also receive special emphasis. One of those three Areas will focus on local street racing problems by deploying special enforcement teams. The program will incorporate deployments of uniformed staff and radar trailers, issuance of news releases, completion of safety presentations and a media campaign, and distribution of educational materials. (\$1,585,572)

PT0620 - CALIFORNIA HIGHWAY PATROL

START SMART TEEN DRIVER SAFETY EDUCATION PROGRAM II

This grant focuses on providing newly licensed teen drivers age 15-19 with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. The CHP will conduct traffic safety education classes, provide additional education on the top five fatal and injury primary collision factors involving teens, and develop and produce an effective media campaign targeting teen drivers age 15-19. (\$419,881)

PT0621 - CALIFORNIA HIGHWAY PATROL

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM, THREE-DIMENSIONAL ANALYSIS EQUIPMENT (MAIT-3D)

This grant focuses on increasing the effectiveness and efficiency of the CHP's MAIT teams. It does so by updating and deploying fully integrated, turn-key data capture and visualization equipment and providing training in the use of that equipment. The acquisition, training, support, and deployment of three-dimensional (3D) laser technology to the CHP MAIT program will expedite the department's complex collision investigations and reopen roadways sooner, as collision investigators will require less time while gathering more information. (\$8,000)

PT0635 - CALIFORNIA HIGHWAY PATROL

CALIFORNIA AFRICAN AMERICAN TRAFFIC SAFETY EDUCATION EFFORTS (CAATSEE)

California Highway Patrol will implement a 19-month educational outreach grant tailored to the needs of the African-American community. CHP will launch a statewide educational campaign with emphasis upon driving under the influence (DUI) and specifically targeting the 12-20 year old age group. Augmenting the campaign will be statewide enforcement activities and distribution of educational materials. (\$52,403)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

157

PT0557 - UNIVERSITY OF CALIFORNIA, BERKELEY

CALIFORNIA BEST PRACTICES FOR TEEN TRAFFIC SAFETY

This grant seeks to work toward by reducing the representation of Had Been Drinking (HBD) underage drivers (under 21) in fatal and injury collisions. In addition, the grant will also work toward OTS' statewide goals to increase the use of seat belts by focusing efforts on teens in California. To continue, the grant will seek to increase awareness of best practices relative to teen motor vehicle safety issues among traffic safety professionals in California.

Moreover, the grant will contribute to OTS grantees and other groups sponsoring teen driver safety grants by compiling and publishing a Best Practices Guide to Teen Motor Vehicle Injury Prevention. Grantee will also develop an objective methodology for the evaluation of future teen driver safety grants. Lastly, grantee will evaluate the SWITRS crash data to understand any differences in teen crash rates, seat belt use, and DUI rates by geographic, urban, and socio-economic areas in California. (\$0)

402

PT0605 - UNIVERSITY OF CALIFORNIA BERKELEY

ENFORCEMENT AND ENGINEERING ANALYSIS TEAM PROJECT

This grant will prevent, and reduce the number and severity of crashes on local streets and highways in California by providing free expert technical assistance for their local enforcement and engineering staff, aimed at improving the efficiency and effectiveness of local traffic safety programs and high crash site solutions. Expert teams will evaluate current programs, analyze needs and provide a written report for 30 communities throughout California. University staff will oversee and evaluate performance of teams, market evaluations, and disseminate best practices broadly through newsletters and website. (\$242,876)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will continue funding 10 grants addressing the problems of illegal street racing in communities with a disproportionate illegal street racing problem. Illegal street racing is not just a great annoyance to the public; it also exposes the public, spectators, and racers themselves to extreme hazards due to the high speeds. OTS established a Regional Task Force conducting highly publicized “large-scale” enforcement operations targeting violations for “speed contests” and illegally modified engines and emissions systems modified to enhance competitiveness during illegal street racing. Personnel conduct surveillance before, during, and after the illegal street-racing enforcement actions to support the following: anticipate gatherings, identify veteran and new-comer participants, establish patterns of activity, assess criminal activity, identify individual groups within crowds, locate probation violators, and identify major violators. OTS established a comprehensive “train the trainer” program. This program provides each police department an officer who will help integrate and institutionalize the expertise necessary. This expertise includes identifying illegally modified vehicles as part of routine patrol duties.

402

Grant #	Fund	Agency	FFY 2007 Funding
PT0421	402	San Diego	\$135,776
PT0525	157	Irwindale	39,205
PT0562	402	Sacramento	\$144,954
PT0563	402	Stockton	\$122,785
PT0564	402	Fresno	\$101,441
PT0565	402	San Jose	\$106,509
PT0566	402	San Francisco	\$104,015
PT0567	402	Riverside	\$140,760
PT0568	402	Ontario	\$123,861
PT0639	402	Oakland	\$200,025

PT0529 - LOS ANGELES COUNTY

CARS 'N' KIDS PROGRAM

This grant provides a safety awareness program in Los Angeles County for teens and pre-teens between the ages of 11 and 16 years. This program is driven by traffic safety workshops and car safety rodeos. It creates positive attitudes towards car safety while reinforcing the acceptance of the personal traffic safety responsibility of teens. In addition, the attitudes developed in this grant influence students' inclinations to take responsibility for personal safety. Through a partnership with Disney/Pixar Studios, a cross traffic safety public information and promotion will be launched in conjunction with the release of the animated film **CARS**, with cast appearances at rodeos and events and pre-film trailers featuring a pre-teen driver safety public service announcements with the cast. (\$19,675)

PT0530 - LOS ANGELES DEPARTMENT OF TRANSPORTATION

WATCH THE ROAD TRAFFIC SAFETY CAMPAIGN

The campaign is designed to increase the awareness and practice of proper driving, bicycling, and walking behavior in the county of Los Angeles by developing a countywide media campaign focused on changing behavior that contributes to the major categories of crashes. Through targeted messages with millions of exposures, the heightened awareness leads to positive changes in road users behaviors. (\$0)

TASK 6 - LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

157/402

OTS will continue funding 13 grants initiated in prior fiscal years and 43 new grants during fiscal year 2007. Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers, changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, personnel positions and overtime. The primary goals of this task are to increase seat belt compliance, traffic safety education and awareness, and decrease speed, intersection, red light, and alcohol-involved collisions.

Grant #	Fund	Agency	FFY 2007 Funding
PT0518	402	Davis	\$26,654
PT0520	402	Elk Grove	\$23,767
PT0527	402	Lemon Grove	\$5,663
PT0546	402	San Diego	\$3,000
PT0603	402	East Palo Alto	\$87,824
PT0604	402	Daly City	\$65,888
PT0613	402	Santa Clara	\$11,142
PT0616	402	Gardena	\$105,000
PT0622	402	Lake Forest	\$0
PT0627	402	El Segundo	\$0
PT0628	402	San Francisco	\$3,661
PT0636	402	Brentwood	\$100,200
PT0638	402	Cotati	\$81,184
PT0701	157	Delano	\$44,185
PT0702	157	Hayward	\$112,922
PT0704	157	American Canyon	\$48,233
PT0705	157	Anderson	\$171,453
PT0706	157	Carson	\$163,104
PT0709	157	Blythe	\$175,336
PT0711	157	Fresno	\$468,503
PT0712	157	Santa Cruz	\$304,261
PT0713	157	Seaside	\$166,816
PT0714	157	Laguna Beach	\$112,980
PT0716	157	Chico	\$273,635
PT0718	157	Livermore	\$298,925
PT0719	157	Bakersfield	\$320,870
PT0721	157	Signal Hill	\$53,702
PT0722	157	Visalia	\$296,149
PT0723	157	Chula Vista	\$199,876
PT0724	157	Brawley	\$205,926
PT0726	157	Sonora	\$160,933
PT0727	157	Marina	\$87,000
PT0731	157	San Bernardino	\$586,858
PT0732	157	Pomona	\$456,611
PT0734	157	San Rafael	\$230,372
PT0736	157	Rocklin	\$150,000
PT0737	157	Claremont	\$363,853

Grant #	Fund	Agency	FFY 2007 Funding
PT0738	157	Roseville	\$240,000
PT0742	157	Yuba City	\$150,089
PT0743	157	Exeter	\$110,309
PT0744	157	Dana Point	\$91,395
PT0745	157	Crescent City	\$127,879
PT0746	157	Stockton	\$950,000
PT0750	157	Los Angeles	\$604,389
PT0751	157	Oakland	\$503,374
PT0753	157	Murrieta	\$84,140
PT0754	157	Lathrop	\$156,000
PT0755	157	San Luis Obispo	\$34,035
PT0756	157	Irvine	\$257,692
PT0757	157	El Cajon	\$405,044
PT0758	157	Azusa	\$271,741
PT0760	157	Santa Ana	\$415,670
PT0762	157	Pasadena	\$219,444
PT0764	157	Temecula	\$122,177
PT0766	157	Selma	\$181,911
PT0767	157	Nevada City	\$36,000

TASK 7 - VEHICLE IMPOUND PROGRAMS

Nine grants will begin in fiscal year 2007. These agencies were selected based on a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. These grants will impound for up to 30 days, the vehicles of unlicensed drivers, who have never been issued a license, and drivers with a suspended or revoked license.

The Vehicle Impound Program seeks to reduce traffic crashes involving drivers with suspended or revoked licenses. Grant activities include DUI/Driver's License checkpoints and special enforcement operations targeting those who continue to drive with a suspended or revoked license. A "Hot Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with suspended or revoked licenses as a result of DUI convictions, and "Stakeout" operations to observe the "worst of the worst" repeat DUI offender probationers with suspended or revoked driver licenses. Additionally, "Court Sting" operations may be conducted to cite individuals driving from court after having their license suspended or revoked.

The primary goals are to reduce collisions that are alcohol-involved, hit-and-run, and nighttime related. In addition, these grants will strive to increase conviction rates for habitual DUI offenders that continue to drive with suspended or revoked licenses.

Grant #	Fund	Agency	FFY 2007 Funding
PT0703	157	Huntington Park	\$124,664
PT0717	157	Susanville	\$154,380
PT0730	157	Inglewood	\$173,194
PT0739	157	Calexico	\$93,183
PT0740	157	Modesto	\$600,000
PT0741	157	Turlock	\$106,285
PT0752	157	Covina	\$186,921
PT0761	157	Sanger	\$111,814
PT0765	157	Lake Elsinore	\$48,742